



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

March 2010

Picture of the Month



"Looking down." Photo submitted by Bruce Schottland.

FAA Targets Galt for Ramp Checks

By Justin Cleland, Chief Flight Instructor, Galt Airport

Strange as it may seem, our little airport has recently experienced a few "ramp checks" from the Federal Aviation Administration (FAA).

In light of the multiple visits during the past month, and with the flying season rapidly approaching, I thought it might be a good time to review exactly what you need as Pilot in Command to ensure a ramp check is as pain-free as possible.

First of all, what documents are required to be aboard your aircraft? Do you remember the acronym "AROW?"

A- Airworthiness Certificate. This is required to be affixed to a place inside the cabin that is clearly visible to both pilot and passengers.

R - Registration. This is the state reg-

istration card with the owner's name and aircraft type/model.

O - Operating handbook. Not the generic handbook that you can buy at the flight school, but the book that is serial-ized to your plane specifically.

W - Weight and Balance. The most recent weight and balance conducted by an A & P which should include the aircraft's basic empty weight.

Second, what documents is the pilot in command required to have on his or her person?

1. Pilot's license
2. Valid Medical*
3. Government issued photo ID

For VFR flight, FAR 91.103 requires that pilots become familiar with "all available information concerning that flight" including: runway lengths at airports of intended use and take-off and landing

Editor's Note

Did you remember to renew your EAA Chapter 932 membership for 2010? If you haven't done so already, this year's annual dues are still only \$10.00 but additional donations are always welcome.

In addition to paying for Chapter expenses, the money is used to finance EAA scholarships and EAA Young Eagles Air Academy Camp slots for youths in our community.

You can pay in cash at the next meeting or you can send a check to Dean Marcott, EAA 932 Chapter Treasurer, 2610 Wyandotte Ave. McHenry, IL 60051.

If you, or someone else you know is not receiving this newsletter via email please make sure I have the correct current email address.

Beth Rehm, PMP

Editor

distance information.

While you are not required to compute these figures for every flight you take, you will be required to compute them during a ramp check in order to "prove" the aircraft's performance capability. If it's been a while, it may be a good idea to re-familiarize yourself with these charts.

As always, there are exceptions to every rule. If you have any questions about your airplane specifically, please let me know and I'll be happy to help you figure it out.

Here's to another great flying season, and an early spring!

* The FAA revised the medical certificate durations last year. You may want to take a minute to review FAR 61.23 if you haven't done so recently.

Judgment Day for Dan

By Dan Johnson (N1924U)

We hear a lot about judgment and risk management in making aviation decisions. Just what is it and where do we buy it?

Judgment; it is something we, as pilots, all need to have and learn to develop to help us avoid trouble or limit its effect once we get into it. Let me relate a recent event that happened to me.

I needed to get night current for a flight I wanted to take. I waited until an hour after sunset and began to taxi my Cessna 185 on amphibious floats to the end of the runway. The 185 sits up high when it's on amphibious floats and it makes a narrow runway look even narrower. The runway and taxiway were freshly repaved (black) and Notamed that the runway markings were not painted. To top it off, the new taxiway did not have lights on it. I taxied slowly, however, it was still hard to follow the taxiway.

I continued to the run-up pad and finished my "Before Take-off" checklist. I turned my taxi light back on and went into position on the runway. It was dark – very dark. I turned on the landing light and it still didn't illuminate the runway very well. To make matters worse, the sides of the runway had been filled with new black dirt and seeded. The grass hadn't come up yet and that made it hard to identify where the unmarked runway ended and the "grass" began. I really wanted to get this night currency so I could take my wife to a dinner party at a nearby airport the next evening. I thought about it for a moment and decided the conditions weren't good enough. I really wanted to do this but the decision not to go was a good one. (Judgment)

I started to taxi back to the hangar. It was hard to see, even at taxi speed. As I approached the taxiway (remember that it had no taxiway lights) I started my turn. A moment later I realized that I had missed the turn and was sinking into the mud. I didn't push the throttle to the stop to try to power it out. (Judgment) Instead,



I closed the throttle and shut down the engine. As I walked back to the hangar with my trusty little flashlight in hand, a car approached down the taxiway. It was my friend, Mike, wondering where I was. I quickly explained what had happened.

I called Flight Service to advise that the runway was blocked and made plans to get the plane out of the mud. Mike got help—our friends, Mike, Shawn and, later, Joe.

We brought a pickup truck down the runway with a couple of ropes to try to pull it out. We attached the ropes to the spreader bars and slowly started to pull. The ropes took up a strain but the plane didn't move. I stopped the truck. I didn't want to break anything! (Judgment)

It was going to take a lot more effort to get it unstuck and back in to the hangar. We tried to jack it up and put plywood under the wheels. The floats have a trailing link landing gear so, as we jacked the floats up, the gear just kept extending. We ran out of jack travel before we could get the wheels out of the mud. That wasn't going to work. We finally had to get the airport Bobcat with forks and a strap

to lift the 185, one float at a time, high enough to get the plywood under the wheels. Once the plywood was under the wheels it was easy to pull the 185 back onto the runway and back to the hangar. It took three hours to get it out of the mud and another hour to clean it up the next day.

No damage was incurred during the process. But I have had to take the expected ribbing and my 185 has a new nickname, "Mud Dauber."

The point of the story is this; use your good judgment to avoid getting into trouble. If you do get into trouble, again, use your good judgment to keep it from becoming bigger trouble. Don't get in a hurry and make things worse. Slow down and think!

Remember that you are only as good as your next decision.

Dan Johnson is a retired airline captain with over 25,000 hours flying experience, including over 5,000 hours in general aviation aircraft ranging from J-3s to DC-3s. Dan flies his C185 and a J-3 Piper Cub from 10C, Galt Airport in Northeastern IL.

Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

This month Brian wants to test our brainpower with a tricky word problem.

The words listed below have something in common, with one exception. Can you identify the common trait and which one is the exception?

The one word in the list that is the exception is important because in one sense it does belong to the sequence and therefore serves as a hint to the solution.

Once you have identified what they have in common, arrange them in the proper sequence according to this common trait.

Here are the words:

Reflection, Cheers, Thousand, Alpha, Scotch, American, Steady, Father, Fourth, Winner, Inn.

Email your answer to Brian at maintenance@onezerocharlie.com.

The lucky winner will be randomly selected from the correct answers submitted by 3/19/2010 and will receive a free Galt T-shirt.

Here are the answers to last month's movie puzzle:

1. Top Gun E. Grumman F-14
2. Iron Eagle T. Lockheed Martin F-16
3. Black Sheep Squadron H. F4U Corsair
4. Sky King K. Cessna 310B
5. Airport L. Boeing 707
6. Snakes on a Plane A. Boeing 747
7. Flight Plan P. Elgin 474
8. The High and Mighty R. Douglas DC-4
9. Memphis Bell C. Boeing B-17
10. The Aviator N. Spruce Goose
11. Flight of the Phoenix B. Fairchild C-82A
12. Battle of Britten S. Supermarine Spitfire
13. Airwolf Q. Bell 222
14. Firefox J. MiG-31
15. Octopussy M. Bede BD-5J
16. Flight of the Intruder F. Grumman A-6
17. Night Flyer O. Cessna Skymaster
18. Alive I. Fairchild FH-227D
19. Always D. A/B-26 Invader
20. Up G. Balloon House

Congratulations to *Dean Marcott* who was the only person to get all the answers correct. Dean is the lucky winner of a Galt baseball cap.

CONGRATULATIONS!



Congratulations to **Anna Cooper** (pictured above) who passed her private pilot checkride on Saturday, February 13th. You may remember Anna from her starring role as *Melanie Galt* at the Murder Mystery Dinner in 2008. Anna is continuing her training at Galt and preparing for her instrument rating.

Also, well done to **Eric Lafon** who passed the private pilot written exam with an outstanding score of 95%.

Congratulations also to **Arnold Quast** for completing his training and passing his typeride on the Airbus 320 on February 16th. Arnie is a Captain with United Airlines.

Spread the Word About Galt Airport and Earn Financial Rewards

The continued success of Galt Airport owes a good deal to the generosity of our satisfied customers who have referred new business to the airport.

To show our appreciation, we offer valuable financial incentives for your referrals.

For example, if you refer a new

customer who signs a hangar lease, we will credit your account with the amount of their first month's hangar rent.

Also, if you refer a new customer to the Maintenance Shop, we will credit you 10 percent of the billed labor on their first maintenance event.

Please continue to spread the word to your flying friends and acquaintances. And, as always, thank you for your continued support.

For more information about referrals and rewards, please contact Justin Cleland at 815-648-2433 or by email at FBO@onezerocharlie.com.

2010 Calendar of Events

March 13 Event Details

Everyone is welcome to attend the EAA Chapter 932 field trip to Mike Kellner's B-17E project.

Meet 9:30 a.m. at the EAA Hanger, Galt Airport and set off for Marengo at around 10:00 a.m. Or you can drive directly to the event at 21010 Anthony Road, Marengo, IL 60152. The group usually stops somewhere for lunch on the way back to Galt Airport. Wrap up well, the hanger isn't heated!

Click [here](#) for more information about the project:

- March 13** EAA Trip to Mike Kellner's B-17E Project in Marengo.
- April 10** EAA Chapter meeting 10:00 a.m.
EAA Young Eagles Rally 11:30 a.m.
- May 8** EAA Chapter meeting 10:00 a.m. with guest speaker
EAA Young Eagles Rally 11:30 a.m.
- May 14, 15 16** EAA Oshkosh Work Weekend (contact John Roach for details)
- May 22** FOG Murder Mystery Dinner
- June 6** EAA Vintage Aircraft Fly-in Picnic
- June 12** EAA Chapter meeting 10:00 a.m.
- June 25, 26, 27** EAA Oshkosh Work Weekend (contact John Roach for details)
- July 10** EAA Chapter meeting 10:00 a.m.
EAA Young Eagles Rally

EAA and Airport Information

EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

Vice President/NL/Website: Beth Rehm (847) 458-0401 bethrehm@comcast.net

Secretary: Ron Twinn (815) 363-7763 ronald-twinn@sbcglobal.net

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Contributing Editor: John Roach (815) 444-7784 PlaneJohn@aol.com

Property Manager: Raphael Gonzalez (815) 344-2973 onegonzo@comcast.net

Young Eagles: Pamela Hack (815) 575-4225 pmhack@yahoo.com



Airport Information

Airport Business Hours: 8:00 a.m. to 5:00 p.m. Monday through Sunday

FBO: (815) 648-2433 fbo@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com